

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Neuruppin Airfield

25X1X

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EVALUATION

PLACE OBTAINED

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

DATE PREPARED

31 May 1951

REFERENCES

PAGES 2

ENCLOSURES (NO. &amp; TYPE)

REMARKS

SOURCE

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1. On 21 April 1951, 24 jet fighters with swept-back wings took off in eight successive flights between 9:20 and 9:24 a.m. There was good visibility and a high cloud base with a few clouds. The aircraft climbed to a high altitude and then assembled in three squadrons of eight planes each. At first three V-formations, following each other were formed and then all of the planes flew in one line. Landings were made individually between 9:45 and 10:15 a.m. It was observed during the landings that the leading plane had number 19 and that three other aircraft had the [REDACTED] made after 10:15 a.m. because of bad weather.
2. Two jet fighters with swept-back wings made local flights on 22 April 1951 between 7:45 and 8:11 a.m. The sky was clear. There was no other flying activity.
3. There was no flying on 23 April 1951. Three biplanes took off at 7:48 a.m. for the improvised airfield at Bechlin (N 53/Z 39). \*\* At 7:50 a.m. truck [REDACTED] occupied by 24 men including several officers, passed through Neuruppin toward the airfield. The soldiers wore flying suits. Three biplanes made local flights up to 11:55 a.m. Afterwards, the same truck occupied by officers and EM, passed through Neuruppin. On 24 April 1951, two jet fighters with swept-back wings practiced flying at a high altitude from 7:30 a.m. to 8:18 a.m. and from 8:22 a.m. to 9:03 a.m. The sky was clear. The same flying was practiced on 25 April during the morning from 7:58 a.m. to 8:37 a.m. and from 9:01 a.m. to 9:41 a.m. and in the afternoon from 1:04 p.m. to 1:39 p.m. and from 2:11 p.m. to 2:47 p.m.
4. At 8:22 a.m. on 26 April 1951, six jet fighters with swept-back wings took off in pairs and climbed to a high altitude. There was a slight haze and a clear sky. The planes were not seen landing on the same day. Six additional jet fighters with swept-back wings practiced formation flying between 9:02 a.m. and 9:58 a.m. at an altitude of about 4,000 to 5,000 meters. The same procedure was followed between 10:10 a.m. and 11:01 a.m.
5. Twenty-one jet fighters with swept-back wings were counted at the field on 27 April 1951. Three of them had the numbers 17, 19 and 22. They took off at 1:35 p.m. Two men were seen in each of those three planes. \*\*\* The remaining 18 jet fighters took off in pairs at 2 p.m. All of the 21 planes

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headed east at a high altitude and were not seen landing on the same day. Three single-engine, low-wing monoplanes with radial engines practiced flying between 2:03 p.m. and 3:32 p.m. at a high altitude above the clouds. The red numbers 17 and 37 were seen on two of them. Passenger cars / 3-06-17 and B 7-86-94 were seen at the field. All of the barracks installations at the field seemed to be fully occupied.

6. At 5 a.m. on 28 April 1951 there was rainy weather; visibility was about 3 km with a cloud base of about 100 to 150 meters. No take-offs were observed up to 5:10 a.m. when the noise of a jet fighter was then heard from the clouds. A few minutes later the plane with swept-back wings emerged through the ceiling from the east and landed at the field. Two more jet fighters with swept-back wings landed between 5:22 a.m. and 5:35 a.m. No observation was made afterwards. The planes probably made an instrument or D/F approach but a visual flight landing was made.
  7. Four boxcars loaded with boxes containing aircraft spare parts arrived at the airfield on 28 and 29 April 1951. According to the shipping document, the cars were shipped via Frankfurt/Oder. The dispatch station was not entered on the document. The boxes, most of which were carried by eight soldiers, were stored in the cellars of the barracks buildings. One boxcar was half loaded with unpacked aircraft tires which were also stored in the cellars.
  8. Thirty German women were employed at the field in early May 1951 to maintain the lawns and gardens. They were subordinate to the municipal board of public works (Kommunales Wirtschaftsunternehmen-KWU) which was headed by Dickhoff (fmu), the German manager.
  9. The fuel dump near the officers' mess was used only upon arrival of the jet fighter unit. The biplanes were previously refueled from barrels. The fuel containers, which had a capacity of 15,000 liters, were the only installations at the field which were of Soviet origin. There was intensive flying on the night of 5 May 1951 although it was raining. No changes in the occupation of the field were observed.
  10. On 7 May at 1 p.m. six jet aircraft [REDACTED] were seen landing at the field. There was good visibility and the sky was overcast. Five jet [REDACTED] landed at the field at 1 p.m. on 10 May 1951. The planes were painted silver and had a red Soviet star both on their fuselages and rudder assemblies.
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- \* [REDACTED] Comment. A total of [REDACTED] stationed at Neuruppin. The airfield is occupied by a fighter regiment equipped with at least 38 MiG-15s.
- 25X1A\* [REDACTED] Comment. The Bechlin improvised airfield is used for training flights with Po-2s of the fighter regiment stationed at Neuruppin.
- 25X1A\* [REDACTED] Comment. A two-seater jet aircraft type with swept-back wings has not been confirmed. [REDACTED] the presence of such aircraft at Neuruppin airfield. It remains to be seen [REDACTED] in observation or whether a two-seater version of the MiG-15 or Ja-17 actually exists and is being used as a training plane.
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